## WASHINGTON

President Grant's Views on the Early Reconstruction of Virginia.

ANOTHER LONG LIST OF NOMINATIONS.

## Fashionable Gatherings at the White House.

Mrs. Grant to Hold an Afternoon Reception on Tuesday.

AMERICAN CITIZENS IN (UBA.

Admiral Hoff Enjoined to be Vigilant for Their Protection.

Confirmation of General Longstreet by the Senate.

Another Speech from Senator Sprague.

The Miscellaneous Deficiency Bill Passed in the House.

Agreed Upon. WASHINGTON, April 3, 1869.

Final Adjournment Next Saturday

American Citizens in Havana to be Protected. Major W. W. Leiand, now in this city, to-day re-

ceived the following telegraphic despatch:-St. JULIEN HOTEL, NEW YORK, April 3, 1869.
My father has been arrested by the Spaniards, le is an American citizen. Try to save him from eath.

EMILLA C. DE VILLAURDE.

Major Leland, knowing Mr. Casanova, the lady's father, well, and that he is an American citizen, immediately called upon the President, who by tele graph ordered Admiral Hoff, in command of our val forces at Havana, to protect all America

street's Nomination Confirmed.

again occupied with the discussion of General Longination to the Collectorship of New Or leans. Mr. Scott resumed his argument against the intment, insisting that it was premature and that a sufficiently large Union element existed in dana to demand recognition from a republican administration. Mr. Carpenter held that the conation of Longstreet would be an unwise prec dent to set and would prove so in its effect upon the the interests of some Southern Senators to have this nomination approved, but the loyal people of the Northern States would feel little ss than shocked at finding a rebel of Longstreet's antecedents put in a place of trust and emolument Stewart said he hoped the nomination would pass. General Longstreet being a notorious rebel and unfit, even though reclaimed, to occupy any place under the government. This he held to be bad logic, who were the most notorious rebels were after all, the most desirable ones to see converted he had no fears that any regret would be expressed in any quarter for conferring this position on General Longstreet. Mr. Howard talked bitterly against the confirmation. He would nothing like favors being showered on men who did their utmost to destroy this government. They had bused the confidence and trust of the government before, and were not unlikely to do so again. Mr. Morrill spoke in Longstreet's favor, and Mr. Nye sald a few words in his behalf. Mr. Corbett was in on. Mr. Thurman, democrat, said he should vote for the confirmation on the ground that, being in favor of removing the disabilities of every South ern man, he saw no objection to the present or dishonesty were found to exist, Mr. Kellogg made an eloquent speech of half an hour in Longstreet's favor, pointing out the service he had rendered the republican cause in New Orleans and elsewhere, and quoted from well he sympathized with the party and the sacrifice of old associations he was compelled to make it doing so. "Should you reject him." said Mr. Kel logg, "the rebel element of New Orleans will exclaim, there is a man who humiliated himself to curry favor with the radicals, and now they spurn bim from them when he seeks some recognition at their hands." Mr. Sumner argued strongly against

of 25 to 10.

The Tenure of Office Bill. The amended Tenure of Office bill had not been signed by the President up to noon to-day. The apprehension exists that some mistake has been made in the enrolling of the bill, as prominent members of both houses differ as to its construction. If so, the bill may be returned to Congress for correction.

resulting in the passage of the nomination by a vote

New York Apolatments.
It appears from the official record that J. P. Cleveland was yesterday nominated to be Assessor for the Thirty-second and L. L. Doty Assessor for the

Sixth district of New York. Nominations by the President.

The following nominations have been sent in:—

The following nominations have been sent in:—
Consula—O. M. Long, Consul at Panama; Horace
Houghton, Consul at Lahama; William Stedman,
Consul at St. Jago de Cuba.
Secretaries or Pervitories—J. M. Wilkins, Dacotah;
Edw. L. Perkins, New Mexico; James Scott, Wash
Ington; W. S. Scribner, Montana; Coles Bashford,
Arizona; Frank Hall, Colorado; Edw. M. Lee, Wyoming; S. A. Mann, Utah.
Governors of Pervitories—A. P. K. Safford, Arizona; John A. Campbell, Wyoming; Charles C.
Crowe, New Mexico; John A. Burbank, Dacotah;
Alban Flanders, Washington.
Collectors of Internal Resente—Samuel F. Miller.

Crowe, New Mexico; John A. Burbank, Dacotah; Alban Flanders, Washington.
Collectors of Internal Revenue—Samuel F. Miller, Nineteenth district, New York; Horace Jenkins, Jr., Florida; Robert Williams, Third district, Ohio; Charles M. Merrick, Twenty-fourth district, Ohio; Charles M. Merrick, Twenty-fourth district, Orno; Charles M. Merrick, Twenty-fourth district, Orno; Charles M. Merrick, Twenty-fourth district, Orno; Pinckney Rollins, Seventh district, North Carolina.

Assessors—George L. Clark, Sixteenth district, New York; R. Holland Duell, Twenty-third district, New York; R. Holland Duell, Twenty-third district, New York; Warren F. Meyers, Nevada; J. M. Bowan, Seventh district, North Carolina; Franklin Blades, Seventh district, Linnois; Napoieon Underwood, Second district, Louisiana.

Marshale—John Ely, Eastern District, Pennsylvania; Alexander Murdock, Western Pennsylvania; Eli H. Murray, Kentucky; Laban H. Litchfield, Dacotan; William H. Moulton, Idaho; Charch Howe, Wyoning.

Josepp M. Carey, United States Attorney for Wyoning.

John H. Howe, Chief Justice Supreme Court, yoming. John W. Kingman and William J. Jones, Associate

John W. Kingman and William J. Jones, Associate Justices, Wyoming.
George W. French, Chief Justice, Dacotah.
Postmasters.—N. G. Gill, Holly Springs, Miss.; Wm. Wilkinson, Romeo, Mich.; Pietro Cuneo, Upper Bandusky, Ohio: Erwin Heath, Oskosh, Wis.; George A. Hobbs, Genessee, Ill.; John M. Moore, Plymouth, Ind.; Isaac K. Julian, Richmond, Ind.; Alvan Ramey, Crawfordsville, Ind.; John L. Miler, Lafsyette, Ind.; Slias H. Conness, Heiena, Montana; A. J. Smith, St. Louis, Mo.; Charles W. Lowell, New Orieans, La.

Weekly Receptions at the Executive Mansion. The White House is about to become once more a scene of gayety and splendor. The announcement was made to-day that Mrs. Grant will receive her

friends on Tuesday of each week, from two until four o'clock P. M. The first reception will be held on Tuesday next, and they will be continued through-out this month. Although the announcement that Mrs. Grant will receive her friends is understood to nean that those people only who have visited the President's family are expected to call, there will of course be a vast throng present, as not only the strangers now in the city but the greater portion of the permanent residents, are anxious to behold Mrs. Grant since she has been installed as mistress of the White House. It was a long time after Mrs. Patter son had established those select afternoon receptions before they assumed anything like the character they were intended to have. The general public sisted on regarding them as free to all, and it was not until near the close of the season that they were attended only by individuals personally known to the ladies of the Executive Mansion. As Washington is filled with strangers now a crowd is expecte at the White House on next Tuesday afternoon, and it is understood that preparations will be made to secure comfort.

A Virginia Delegation at the White House—The Ol-Reconstructed. -The Old Dominion Anxions to be

A delegation of six or seven citizens of Richmond. Va., conducted by Lewis McKenzie, of Alexandria, had an interview with the President about half-past two o'clock this afternoon. Among them were Messrs. Sternes, Guigon, Branch and Sutton. Several of the delegates were ex-rebel officers. The object of the visit was to urge that an election be held in Virginia on the new constitut and for State officers. They besought the President to recommend to Congress the expulsion from the constitution of the test oath, the State disfranchisement clause and the county election provision, which were the principal objections entertained by the people of the State against the new constitution The President replied that the subject of the restoration of the State to the Union was one of deep interest to him; that he thought the best mode of settiing these difficulties was for Congress to order an election on the constitution and permit the people to vote upon it by separate sections. By so doing such features as were most objectionable could be defeated. He said he would consult with the members of his Cabinet on the subject, and if they concurred in his views he would at an early day advise Congress accordingly.

Meeting of the Reconstruction Committee-Argument on the Texas Case Closed.

Texans, in large numbers, were before the Reconstruction Committee to-day. General Davis spoke in favor of a division of the State, but admitted it is impossible at the present session of Congress. He opposed voting upon the new constitution in July because of the lawlessness and crime in Texas. He denied there had been any diminution of crime or favorable change in political sentiment since President Grant's election. He approved of what there is in the Texas constitution, but opposed it for the reason that large numbers were not disfranchised. The committee put many questions to General Davis, and General Butler announced the argument on the Texas case closed. Sensation at the Capitol Over Political

Cartoons. Much ampsement was caused to-day at the Capitol and in the departments by the cartoon in yester day's New York Evening Telegram. Senators and members had copies of the Telegram, which were

handed about pretty extensively and laughed at quite as much. The political caricature, which was enerally termed a good thing, was in considerable demand, as those who had seen it mentioned it to others, who were anxious to see it also.

The Eight Hour Law. The statement made a day or two since that At-torney General Hoar had given an opinion contrary to that rendered by Mr. Evarts on the Eight Hour law is denied at the Attorney General's office. No opinion has been prepared, nor has the question been referred to Judge Hoar for a decision. Orders were issued at the Washington Arsenal to-day by direction of the alternative of working ten hours per day, or cent upon the price now paid. The employes have, in consequence of the dulness of the times, accepted the ten hour alternative, but expect Congress will soon pass an explanatory act to the effect that it was not intended that a reduction of the working hours should be followed by a reduction of pay.

Tonnage Dues on Spanish Vessels. The question of tonnage dues, which has been greatly complicated by a multitude of laws and orders is now the subject of consideration with the government authorities with a view of simplifying the regulations so as to avoid all possibility of misconstruction on the part of collectors. Hitherto tonnage duties have been exacted from all foreign vessels except those sailing from certain Spanish ports. As Spain maintains a very complex system of duties, which are assessed according to the nature and value of the cargo, a discrimination was made against certain Spanish ports. By late orders these discriminating dues were abolished for all ports except those of Cuba and Porto Rico. In order a general system of tonnage dues the question has been referred to the Department of State, and negotiations are about to be opened with

Fraudulent Income Returns. Circular seventy-one, issued to-day by Commis-sioner Delano, relative to notice to parties charged with failure, neglect or refusal to make true returns of gains, profits and income, prescribes that before assessing penalty in person for neglect or refusal to make such return, or rendering of a fraudulent one, the Assistant Assessor charged with the duty of assessing taxes on gains, profits and income of the person charged, shall cause notice to be served on such person shall cause notice to be served on such person
fifteen days prior to the day of hearing, notifying
him to appear and show cause why the penalties
prescribed by law should not be assessed on him by
reason of such neglector refusal. Where the return is to be made by a guardian, trustee, executor or administrator, attorney, agent or partner of a nonresident, alien or by a person acting in any other fludiciary capacity, notice shall be served on him nstead of his ward, changing the phraseology of the notice to suit the circumstances of the case.

The New Register of the Treasury.

John Allison, the new Register of the Treasury, was sworn in to-day and assumed the duties of

his office.

Weekly Currency Statement. The receipts of fractional currency for the week ending to-day amount to \$495,500. Shipments to the Assistant Treasurer at The following are the custom receipts from March 22 to March 31 inclusive:-

THE FORTY-FIRST CONGRESS.

First Session.

SENATE. WASH INGTON, April 3, 1869.

FORT OF SAN DIRGO.

Mr. Cole, (rep.) of Cal., introduced a joint resolu tion making San Diego, Cal., a port of delivery, and asked its immediate consideration, but Mr. Morrill objected, and it was referred to the Committee on

THE LAST LAW OF THE SLAVE CODE. Mr. SUMNER, (rep.) of Mass., introduced a bill to repeal the act to prevent the importation of certain persons into States where, by the laws thereof, their importation is prohibited. This bill, he said, was designed to repeal the only law relating to slavery remaining on the statute books of the United States, and as it had been favorably reported by the Ju-

ticlary Committee and passed by the Senate at the ast session he hoped there would be no opposition or its immediate consideration.

Mr. Davis, (dem.) of Ky., objected, and the bill was aid on the table.

laid on the table.

Mr. WILSON, (rep.) of Mass., introduced a joint resolution instructing the Judiciary Committee to report a bill more clearly defining the meaning of the law making eight hours a day's work for mechanics and laborers in the service of the United States. Adopted.

THE ST. CROIX AND LAKE SUPERIOR RAILROAD.. On motion of Mr. Howe, (rep.) of Wis., the bill to extend the time for the construction of a railroad from the St. Croix Lake to Bayfield, on Lake Superior, was taken up. The pending motion was that of Mr. Morrill to recommit the bill to the Committee on Public Lands.

Public Lands.

Messrs. Conkling and Scorr supported the motion on the ground that there were objections to the bill which could not be fully or fairly considered at this

ers. Howe and CARPENTER opposed it.

Messrs. Howe and Carpenter opposed it.

The motion was lost.

The morning hour having expired the unfinished business was postponed for three-quarters of an hour, during which some amendments to the bill were made and it was passed—yeas 26, nays 14.

AMENDMENT OF THE SUPPLEMENTARY TAX LAW.

Mr. SHERMAN, (rep.) of Ohio, from the Committee on Finance, reported the House bill to amend the Supplementary Tax law of July, 1868, with amendments. The sections relating to tobacco are stricken out, and the bill otherwise materially changed, so as to read as follows:—

to read as follows:—

A BILL to amend an act entitled "An act imposing taxes on distilled spirits and tobacco and for other purposes," approved July 20, 1898.

Be it enacted, Ac., That an act entitled "An act imposing taxes on distilled spirits and tobacco and for other purposes," approved July 20, 1898, be amended as follows, to wit:—That section eight be amended so that in case of a distiller or distilling apparatus erected prior to the 20th of July, 1888, on a tract of land heid under lease or other evidence of title less than fee simple, which was not required by the laws of the state to be recorded in order to be valid at the lime of its execution, or in any case where the little is in litigation or where the owner is possessed of the fee, but encumbered to the owner is possessed of the fee, but encumbered to distilly. See a securious and duly recorded prior to held by a iconococcer minor, an not due, to common mind or other person incapable of giving consent as equired by said act, a bond may be taken as provided for a said section for a distillery erected on land the lease or there evidence of title to which was duly recorded prior to the passage of the act.

That section twenty be so amenaed that in case of distilleries having a producing capacity of less than one hundred allons in twenty-face, how

stamps shall purchase only of collectors within their respective districts.

That section 88 be amended so that either the proprietor's name or the name of the manufacturer shall be printed on the label for citizens provided for in said section.

SEC. 2. And be it further enacted, That section 155 of the act to provide an internal revenue and for other purposes, approved June 30, 1984, as amended by the 9th section of the act of July 13, 1986, be further amended by adding thereto the following:—And the fact that any adhesive snamps so bought, soid, offered for sale, used or had in possession as aforesaid, has been washed or restored by removing or altering the cancelling, or defacing marks thereon, shall be primed facile proof that such stamps have been once used and removed by the possessor thereof from some volum, parchment, paper, instrument or writing charged with lares imposed by law, in violation of this section.

On motion of Mr. EDMUNDS, (rep.) of Vt., the House resolution fixing the day for the adjournment of Congress was then taken up.
The amendment striking out the 6th of April and substituting the 15th was voted down almost unanimously.

The question was then on the pending motion of Mr. Hamlin to strike out the 6th and insert Saturday,

Mr. Hannin better the loth.

Mr. Shreman said he would not vote to fix any day for adjournment until Congress should at least have disposed of the pending amendments to the Tax law and the Indian Appropriation oil.

Mr. Thayer, (rep.) of Neb., again urged the necessity of fixing the status of Georgia before adjournment.

ng.
Air. Fresenden, (rep.) of Me., moved to amend by striking out the 10th and inserting Tuesday, the 13th. Lost—yeas 23, nays 29.
The amendment of Mr. Hamlin, (rep.) of Me., fixing the 10th as the day for adjournment, was then agreed to, and the resolution, as amended, was adopted—yeas 35, nays 19.

the amendment of Mr. Hamilin, rep.) of Mc., fixing the 16th as the day for adjournment, was then adopted—year 25, haps 18.

"FERSONAL EXPLANATION NY HR. SPEAGUET. Mr. SPALOUE, rep.) of R. I., then rose and sadding people of the United States will suspend their Jodgment on all mewspaper articles bearing on the properties of the United States will suspend their Jodgment on all mewspaper articles bearing on the properties of the United States will suspend their Jodgment on all mewspaper articles bearing on the properties of the United States will suspend their Jodgment of the United States, will suspend their Jodgment of the United States will suspend their Jodgment of the United States, which is not better the country in the 1600-to grant the properties of the United States, which is to be first made, and moderate of payment being been perfectly and the properties of the properties o

heretofore controlled them. That their action may not have been too long delayed to effect a wholesome cure is the wish of the speaker, who is under no obligation to a living person for what he is. He is for nothing now except as heretofore indicated, but the opportunity to serve his day and generation.

THE UNION TAGIFIC BALKOAD.

The unfinished business of vesterday, the House

the opportunity to serve his day and generation.

The Union Pacific Raiffoods.

The unfinished business of yesterday, the Honse joint resolution to protect the interests of the United States in the Union Pacific Raifroad, was taken up.

EXECUTIVE SESSION.

Some amendments were offered and ordered to be printed, when, without action upon the resolution, the Senate, at a quarter to three o'clock, went into executive session, and after a short time adjourned until Monday.

HOUSE OF REPRESENTATIVES.

Washington, April 3, 1869.
PRINTING REPORTS OF COMMITTEES. The resolution reported yesterday by Mr. CAKE (rep.), of Pa., from the Committee on Printing, reanding the orders for printing the Treasury accounts and the evidence in the Busteed impeac ment, the Alaska case and the overland contract

mail case came up as the first business in order, the question being on the motion to lay on the table.

The resolution was not laid on the table.

Mr. Cake then modified it so that the rescinding order shall apply only to the accounts of the Treasurer of the United States.

After considerable discussion the resolution, as modified, was adopted.

WINDESSES IN INTERESTATES COUNTY.

modified, was adopted.
WITNESSES IN UNITED STATES COURTS.
Mr. BUTLER, (rep.) of Mass., from the Committee on the Judiciary, reported a bill to allow parties charged in criminal cases in United States courts to be witnesses at their own request and not otherwise. Also allowing wives and husbands to be witnesses for or against each other, except as to private conversations between themselves, being the bill introduced by Mr. Poland, which was recommitted.

the bill introduced by Mr. Poland, which was recommitted.

THE MISCELLANEOUS DEFICIENCY BILL.

The House then went into Committee of the Whole, Mr CULLOM in the chair, on the Miscellaneous Deficiency bill. The total sum appropriated in it is \$2,509,301, including the following items:—For the Treasury Department, salaries, incidental expenses, &c., \$85,000; salaries and expenses of collectors and assessors of internal revenue, \$2,000,000; Post Office Department, temporary clerks for the defaication of E. B. Olimstead & Co., \$47,500; House of Representatives, miscellaneous, \$34,500; War Department for premiums to architects, \$6,000. The foregoing items are for difficiencies in the present fiscal year. The following items are for deficiencies for the next fiscal year:—Treasury Department, temporary clerks, \$120,000; office of First Auditor, clerks, \$6,000; office of Second Auditor, clerks, \$120,000; House of Representatives, clerks, \$2,604; Territorial expenses, \$7,700.

Mr. Dawes, (rep.) of Mass. Chaurman of the Committee of the

\$8,730.

Mr. Dawes, (rep.) of Mass., Chairman of the Committee on Appropriations, explained the bill and the reasons for it, and appealed to members not to load it down with amendments.

Mr. Brooks, (dem.) of N. Y., called attention to the remark made by Mr. Dawes, that the bill called for only \$2,500,000, a sum which a few years ago would have, in such a bill, attracted the attention of the Horse and country.

would have, in such a bill, attracted the attention of the House and country.

Mr. BECK, (dem.) of Ky., a member of the Committee on Appropriations, explained the item of \$2,000,000 for the expenses of the Internal Revenue Department by stating that the Committee on Appropriations of the last House had been led into a mistake in reporting \$6,000,000 for that service, when it should have reported \$8,000,000. Mr. Kellsey, (rep.) of Pa., another member of the Committee on Appropriations, also entered into a prief explanation of the bill and a vindication of the committee of the last House.

Mr. Dawss, in reply to a question asked by Mr. Maynard, said the system of hydrostatic press printing, which had been carried on in the Treasury and which had cost the government millions of dollars, was to be abandoned and the work was hereafter to be done on roller presses under control of the be done on roller presses under control of the Treasury Department, but not in the Treasury build-ing, which was to be exclusively devoted to its

legitimate use.

Mr. Lawrence, (rep.) of Ohio, called attention to the fact that the number of employes authorized in the various departments in Washington was 1.785, whereas the number actually employed was 2.780. He thought there should be a reorganization of the Treasury Department and the number of employes distinctly defined.

distinctly defined.

Mr. Dawes explained the necessity of giving the Secretary of the Treasury discretionary power to employ such temporary clerks for special duty and on extra occasions as the necessities of the service

required.

Mr. COBURN, (rep.) of Ind., moved to strike out
the item of \$2,000,000 for the internal revenue service. He thought the clause was too uncertain and

vice. He thought he class who contents to indefinite,
Mr. Dawss explained that the collection of internal revenue had been found to cost \$8,000,000 a year.
The first appropriation three years ago had been for \$10,000,000. That had left a surplus of \$2,000,000 had been made, leaving, with the surplus, \$8,000,000 available. Last year the committee had followed the language of the preceding appropriation for \$6,000,000 instead of \$8,000,000. It was necessary, therefore, to supply what was simply an oversight.
The amendment offered by Mr. Coburn was rejected.

Mr. WHEELER, (rep.) of N. Y., moved an appropriation of \$37,500 for the completion of the Custom House at Ogdensburg, N. Y., and argued in support

House at Ogdensburg, N. X., and argued in support of it.

Mr. Dawss explained that the Committee on Appropriations had passed adversely upon the proposition to enter into the subject of public works at the present time, and therefore opposed the amendment.

Mr. Welker, (rep.) of Ill., stated that at the last session a fair distribution of appropriations was given to the Ogdensburg Custom House.

The amendment was rejected.

Various amendments in reference to the compensation and appointment of cierks, &c., were offered and agreed to.

Mr. Wheelers offered an amendment appropriating \$250,000 for printing the debates of Congress at the Government Printing Office.

Mr. Garfield, (rep.) of Ohio, made the point of order that the amendment was not in order, there being no law for printing the debates at the public printing office.

Mr. Maynako, (rep.) of Tenn.—There is no law

Mr. MAYNARD, (rep.) of Tenn.—There is no law

against it.

Mr. Garffeld—There is no law for it.

The Charkman sustained the point of order and
the amendment was not entertained.

The committee then, at hair-past four, rose and re-

INTERNATIONAL YACHT RACING.

Letter from J. B. Van Deusen, Naval Architect—The Law of Measurement—Relative Tonnage of English and American Yachts— Time Allowances—The Absurd Thames Rule.
TO THE EDITOR OF THE HERALD:—

The importance attached to the proposed inter-national yacht match, both in this country and in England, has assumed such a magnitude that the public greedily devour anything and everything written concerning it. Discussions arising from the unpleasant position in which Mr. Ashbury, the owner of the British schooner yacht Cambria, has been placed, since his lant challenge to American yachtmen, growing out of the different modes of measuring yachts, for tonnage, have developed much of interest to yacht owners and yacht builders. They have shown that the old Thames measurement, by which the tonnage of a boat is computed, is singularly absurd when compared with all other systems in vogue sions have also demonstrated to every candid person that the original proposition that American yachts should visit England and sail matched races under these controversies, however, it has been pleasant note the spirit of prevailing courtesy with which the matter has been treated, giving as they do, and justly, praise to the gallant yachtman who put forth such a liberal challenge some three months ago. It was not unexpected in the premises that when the owner of the Dauntless, after his picking up the gauntiet thus boldly thrown down, and the subsequent refusal of Mr. Ashbury to race with him, various propositions would be made for a revision of the whole subject of the measurement of yachts, so that boats of about the same size, although of different models, might not appear on paper to be of fifty or a hundred per cent difference. Some there have been as full of errors as the old system itself, and in London strenuous objections are made by English yachtime against any change whatever. Under these circumstances, it is extremely pleasant to observe the position that the owner of the Cambria has recently taken, avowing that he is satisfied to submit the Thames rule of measurement "to the Commodore of any English yacht club, as to the application of that rule to American yachts, and if it is decided that the rule is unjust to them, he will withdraw that requirement from his proposition to race." &c. You rightly allude to this spirit, evinced in a handsome manner, as it deserves such recognition. Some few nautical Solomons, prone to prophecy, who air their notions with fittil and wisdom-hinting motions of the head. are certain that after all the Cambria and handless will not come together in a friendly trial of speed. Prophecy, in this age, in its exact value is so cirtically apportioned by the reasoning faculty so diffuse in our day, the article is admired for its novelity, which is only equalled by the reasoning faculty so diffuse in our day, the article is admired for its novelity, which is only equalled by its obsolete uselessness. Now that a certain understanding of a practical nature has been arrived at, the interest in this international contest will increase day by day and the daring perseverance of all the gentlemen connected with it will be extolled in many club houses throughout the world. Yet few yachtmen in America, and out few interested in the construction of yachts, have been enabled to obtain the exact dimension details of the sucre Cambria or those of her fair rival sisters that glide up the gauntiet thus boldly thrown down, and the subsequent refusal of Mr. Ashbury to race with

to the minds of American yachtmen. Ex-Commodore G. H. Ackers, of London, has prepared a graduated time table, based on the rules of the Thames measurement, which he says is "formed from observations made upon many former matches, with the hope of placing all yachts, handicapped, on as equal terms as possible, taking the difference of tonnage as a guide for the scale." He assumes that "cutters or sloops can give forty-dve seconds per ton, holding that to be a good proportion for yachts of the smaller classes, but in larger classes, above sixty or eighty tons, the yachts cannot give nearly so much allowance per ton; therefore the scale alluded to decreases in proportion as the tonnage increases." In looking over the table it is observed that a cutter of forty tons is given the same allowance of time as a schooner of eighty tons, or one of seventy tons the same allowance as a schooner of 230 tons.

In the table annexed, calculated by me with great accuracy, the toonages of the several yachts enumerated are given both by the Thames rule and the New York Yacht Club manner of computation; the areas of each by the latter, and the time allowance by both methods, assuming an imaginative race, including this feet, to be of forty statute miles, with an eight knot breeze. The Cambria being the smallest in tounage, calculated by the Thames

miles, with an eight knot breeze. The Cambria being the smallest in tournage, calculated by the Thames rules, I have placed at zero, as she would receive time from the balance, excepting in the instance of the Phantom, by American measurement.

Yachts.	By Thames Mea-	By New York Yacht Club Mea- surement	Area for Time, N. F. Facht Club.	Time Altonounce, N. Y. Yachi Club.	Tone Allowance, Acker's Table and Thanes Measurement.
	Tons.	Tons.	Sq. Ft.	M. S.	M. S.
English— Cambria	188 215	238 250	2.145 2.288	-2.17	2.42
American— Phantom Fleetwing Henrietta	210 215 218	123 206 205	2.063 2.208 2.235	1.25 1.01 1.27	2.12 2.42 3.00
Paimer Dauntless Sappho	245 283 364	194 262 274	2,871 2,662 3,146	3.41 8.02 14.15	6.32 9.30 17.36

Nort. The dimensions of the English sachis are from an thorized publications, being: Cambria, length, 105 seri, breath, 105 seri, Cambria, length, 105 seri, breath, 105 seri, 1

Assertian yachts are taken, from the official register of the New Yor Yacht (tub. The difference between the two allowances in the case of the Phantom's time would be strictly speaking, from the Cambris, Jiminues If seconds.

The greatest variation in the table by the application of the two rules for tonnage appears in the case of the Palmer and Phantom, centre board yachts, which obtain their great stability and speed by their breadth of beam, and, on the other hand, the least difference observable is in the cases of the Henriesta and the Ficetwing. Their variation is but a few tons by either measurement, this being attributable to their peculiar models, they being a mean of proportions between the deep English yacht and the American centre board vessel.

It may appear to some that the difference of time by the two rules above is comparatively small, yet when we realize the fact that most nices are won or lost by a few or a single second, the great importance of just rules for formage and time silow-ances will be apparent.

The English rules for measurement as referred to, obsolete and absurd, really becomes a premium, or is the controlling power in imparting to their yachts the peculiar model they possess, the so-called "fine lines" of the extreme narrow beam and extreme depth. It seems to be the cause of a binn obedience to the ignorant dicta of hereditary prejudice. English gentiemen—true yachtmen—men of considerable attainments and scientific skill, will not overcome this error. They pretend to feel that the yacht, as produced by them, is admirably adapted for their service, and, so near perfect as to appear endowed with life, it is not capable of being tuniproved by the ingenuity of man. If their deeply rooted being that the American model of yachts is all wrong could be overcome and for a single instant result in the construction of a facht in their waters of a shape and character similar to our pleasure beats, the owner of that vessel, under the existing rule of measurement by the Thames Club, would be

measurement and time allowances should be of that nature that the naval architect may have full scope to proportion his vessel as his judgment, skill and experience may dictate; but to be confined and subservient to a fixed rule, where one dimension of a yacht is taxed more than another, as is so glaringly the case with the Thames rules, whereby every inch of beam is twice taxed, the length but partially so, and the depth free from all taxation for fonnage—what is the result? With such rules, can a gentleman build a yacht or an architect carve a model with the faintest hopes of success, without following in the old beaten path and save his honor or reputation by "stretching" the length, "squeezing" the breadth, and allowing the depth to extend ad infinitum?

Again, in this matter of tonnage, I have read many letters published both here and in England, with a view to explain the various rules adopted for calculating tonnage and the allowance of time due to the respective vessels of the Thames and the New York Yacht clubs. None of these productions seemed to have made a comparison of the results in time allowance of the two rules of calculation, upon which they have sased their criticisms and suggested improvements. It would appear that much of the stereotyped grumbling in their communications has been prompted by some defeat experienced in their cutters of five to ten tons (Thames measurement), on that great yachting highway, or on the solent, and they hope that by the International Congress suggested, some rule of measurement or allowance of time may be agreed upon, that their "feather weight" boats be increased in tonnage or in time improved in model. In such a fleet of "ittle friends" the owner of the Dauntiess in a contest might sain his "gig" against them; yet under their rules he would be compelled to allow time and stand the chance of being ruled out for being over size. It is assumed that "small boats have ever been and always will be, by the laws of natural development, the parent of more majestic vesse

look forward to the time when the fresh and buy azure banner with the crimson crown on the silver cross, of the Royal Thames Yacht Club, floating from the Cambria shall be seen in our waters, wishing it every manner of success that its merits warrant, J. B. VAN DEUSEN, Naval Architect. NEW YORK, April 3, 1869.

YACHTING NOTES.

The approaching yachting season promises to be ne of unprecedented liveliness and rivalry. Great activity at present prevails in yachting circles, and alterations and improvements are the order of the day. Our yachtmen are preparing in earnest for the summer campaign, and the general impression is that they one and all mean business. What with the proposed ocean races, pleasure trips, squadron cruises and regattas, it certainly does look as though we might expect exceedingly lively times. Some few of the yachts are almost ready for the sport, while others are undergoing repairs, and some few of them are being altered, with a view to improving their accommodations and sailing qualities.

The Phantom has hauled out from her winter placed on the ways at that place. Her hull, rigging and cabins are to have a thorough overnauling and she is to be made as "good as new," with a new coat of paint.

The Rambier is laying at New London and mooring at New London, preparatory to being

of paint.

The Rambler is laying at New London, and nearly ready for see. She has been much improved in appearance by being "hipped," and will evide nity be improved in speed. By this alteration she gains about two extra feet of beam. Her cabin has been altered somewhat and her masts, which before were rather rakish, have been stepped perpendicular. She has already made two trial trips from New London to Montaux and gave entire satisfaction to her owner, Mr. Banker. She is now very stin and works well.

She has already made two trial trips from New London to Montauk and gave entire satisfaction to her owner, Mr. Banker. She is now very stiff and works well.

The Calypso is also at New London, preparing to come to New York, where she is to be immediately overhauled and put in readiness for the summer season. She has been recently purchased by Mr. Hatch, of the firm of Fisk, Hatch & Co.

The Fleetwing, too, is at New London, where she has been fitten with a new bowsprit and otherwise put in order. She is to have a new sait of sails, and will be ready for sea in a few weeks.

The Idier is at Fort Jesterson, where she is at present undergoing an overhaning. It is expected that during the coming season she will even beat her brilliant achievements of last summer.

The Pather is at Greenport, where she is being altered and improved. She is to have a new coat of paint inside and outside, together with a new suit of sails, and extensive alterations and improvements are to be made in her cabin, which will be more commodious and better adapted for comfort. She will be ready for sea in about two weeks.

The Fleur de Lys is laying at Oyster Bay, where she is being overhanide and put in repair.

The Josephene is still at Newport, but will probably soon be brought out and placed in readiness for participation in the promised aquatic festivities,

The Sappho will be placed upon the balance dock this week. She is to be "hipped" and fitted with new masts, sails and rigging. Her new masts are to be eight feet longer than the old ones.

The Restless is still laying at the shipyard of the Messrs, Pollion, foot of Bridge street, Brooklyn.

The new schooner yacht which is building at the same shipyard for Mr. George Loritlard will be ready for iaunching in a day or two. No expense has been spared in the construction of this vessel, and when completed it is expected that she will be one of the strongest and fastest yachts affoat. She is built of white oak, locust and hackmatack, and her fittings-up are to be of a decidedly lexurious

The fleet little Alice is at the Penny Bridge in Gowanus bay, preparing for the coming sport.

The Widgeon is moored at the same place.
The little Gracie has had her bow lengthened about
five feet and has been otherwise improved. She is
expected to do some quick work during the summer.
The Eva, since her return from Havana, has been
laying at anchor off Greenpoint.
The new sloop yacht Madeline, belonging to Mr.
George Voornies, which was recently launched at
Rye, is being got ready with all despatch for the approaching festivities.

Foreign Yachting Notes.

At the annual meeting of the Royal Thames Yacht Club, held in London on the 20th of February, after De Ros as the flag officers, the following sailing programme was determined upon for 1869:-

SATURDAY, May 22.—Opening cruise; yachts to endezvous at Gravesend at two P. M. Dinner at

SATERDAY, May 22.—Opening cruise; yachts to rendezvous at Gravesend at two P. M. Dinner at Gravesend at six.

CUTTER MATCHES, Monday, May 24.—First class, above 35 tons, first prize value 5100. If four start, £30 second prize. Second class, 15 and up to 35 tons, first prize value 5100. If four start, £30 second prize. Second class, 15 and up to 35 tons, first prize £50. and if four start £20 second prize. Erith, round the Nore light, and back to Gravesend. Haif a minute time allowance in each class. No time above 100 tons. No restriction as to canvas. Entries close at ten P. M., May 18.

SCHOONER MATCH, Saturday, June 5.—First class, above 700 tons, first prize, value £100. If four start, £30 second prize. Second class, up to 100 tons, first prize £50; if four start, £20 second prize. Time allowance, ten seconds per ton. No restriction as to canvas. Course, Gravesend, round the Monse, and back. Entries to close June 1.

CHASNEL MATCH, Monday, June 21.—Open to any Royal Club.—First prize, value £100, to the first vessel within time of her rig; if four start, prize of £50 to first vessel of other rig. A quarter of a minute time allowance. Yawis to sail as cutters, cutters allowing to yawis a fourth of their foundings. No restriction as to canvas. Course, from the Nore to Dover. To sail with the usual fittings in ordinary cruising trim. A pilot, but no extra hands allowed. Not more than six friends on board. Further instructions to be obtained of the secretary at the time of entry, ten P. M., June 16, at the Club House, Albermarie street, Piccadilly.

Yachts to be measured at Gravesend at eleven o'clock A. M. for the first match, May 20; second, June 4, and third match June 19. Yachts possessing Royal Tharnes Yacht Chub certificates of measurement since unaltered need not attend.

The Congressional Movement in Regard to

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The Congressional Movement in Regard to Yacht Clubs.

[From the Washington Intelligencer, April 27]. Bills have been introduced into both branches of Congress designed to promote yachting, and thereby improve the naval architecture of the country. The yacht clobs, which are rapidly increasing every year, desire legislation to release them from certain Castom House impediments, and also ask exemption from tonnage dues. The latter is recommended by the consideration that these vessels are not commercial, but merely for sporting purposes, and that they contribute to valuable improvements in the structure of our mercantile marine. The exemption from the requirements of a ctearance may also, with proper securities, be granted, if, as alleged, Great Britain and France have made similar concessions without detriment to their customs revenue. The proposed legislation is favored, we hear, by Admirai Porter. There are no sports which are better calculated to impart a manily and generous tone to the national character than those of boating or yachting, or which are more calculated to give incidental benefit to an important branch of our industry. Applications for legislation in aid of these clubs should be considered by Congress in the most liberal spirit. The season is now approaching in which these soorts will be resumed.